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## Overview

June, 2004

The Bayview Transportation Improvements Project is a City and County of San Francisco initiative to address the impacts of truck traffic in the Bayview and Hunters Point areas. The purpose of this initiative is **to reduce truck traffic on Third Street and residential streets and to develop a more direct truck route from the existing industrial areas and proposed industrial portion of the redeveloped Hunters Point Shipyard to US Highway 101.** Funding for the project comes from the Federal Highway Administration grant matched by local funds from the San Francisco Redevelopment Agency. The City and County of San Francisco, Department of Public Works is the local lead agency.

## Environmental Study Process

This project will evaluate a number of potential truck routes in the area to address the effects of truck traffic on the community. Planning, preliminary engineering, and environmental review are the activities during the first phase of the project. **Your input is important during this phase.**

**For more information, contact Tom Trimbur, Deputy Project Manager at 415.558.4530 or via email at [bvtransp@sfdpw.org](mailto:bvtransp@sfdpw.org)**



**March 2004**

**Inform** Notice of Intent/Notice of Preparation

**June 2004**

**Listen** Scoping

**spring  
2004 – 2006**

**Evaluate**

- Technical Studies
- NEPA DEIS/CEQA DEIR
- Circulate DEIS/DEIR & Public Hearing

**fall 2006**

**Respond**

- Identify Preferred Alternative
- Final EIS/EIR

**spring 2007**

**Decide** Record of Decision/  
Notice of Determination

**Preliminary  
Concepts**

**See Back**



CITY AND COUNTY OF SAN FRANCISCO  
DEPARTMENT OF PUBLIC WORKS  
BAYVIEW TRANSPORTATION IMPROVEMENTS PROJECT

# CONCEPT ROUTE MAP

**DRAFT**  
DATE: June 7, 2004

## LEGEND

- CONCEPT 1
- CONCEPT 2
- CONCEPT 3
- CONCEPT 4
- CONCEPT 5
- CONCEPT 6
- CONCEPT 7
- LINKED TO ALL CONCEPTS



INDIA BASIN

HUNTERS POINT SHIPYARD  
REDEVELOPMENT AREA

SOUTH BASIN

## KEY

- (E) ROAD NEEDS MINOR IMPROVEMENTS
- - - (N) ROAD ON UNPAVED GROUND
- == (N) ROAD WIDENING
- (N) BRIDGE
- INTERSECTION NEEDS RECONFIGURATION
- ▨ PARKS AND OPEN SPACE
- BAY & BIKE TRAILS

SAN FRANCISCO CITY AND COUNTY LIMIT  
BRISBANE CITY LIMIT

300m Exit

# Bayview Transportation Improvements

**Project Update**  
**June 2005**

## Overview

The City & County of San Francisco is proposing truck route and roadway improvements to the Bayview Hunters Point (BVHP) community by designating an official truck route from U.S. Highway 101 to the commercial and industrial areas in Bayview and Hunters Point Shipyard. There has been no signed truck route since the construction of the 3rd Street Light Rail.

The Bayview Transportation Improvements Project is one of several key projects for the Bayview Hunters Point area, and is being planned in conjunction with other projects, such as the Bayview Hunters Point Redevelopment Project and the Hunters Point Shipyard Redevelopment Project.

### **The purpose of the Bayview Transportation Improvements Project is to:**

- Reduce truck traffic on Third Street and other residential streets in the Bayview and Hunters Point areas, and
- Develop a more direct truck route between U.S. Highway 101 and the existing industrial areas as well as to the north and south gates of the Hunters Point Shipyard.

## Bayview Today

Bayview Hunters Point is experiencing residential and business growth. Truck traffic is mainly tied to the commercial and industrial business areas located east of Third Street, and to the Hunters Point Shipyard, which is nestled between India and South Basins (see map on inside pages).

## Status

Preliminary truck route alternatives have been refined and restructured based on comments and feedback received from stakeholders during the "screening" phase of this project (Winter 2005 - Spring 2005). Two northern truck routes and three southern truck routes have been identified for further analysis in the upcoming environmental review (EIS/EIR), in addition to the existing designated but unsigned truck route partially used by trucks in the area today. These truck routes were selected based on:

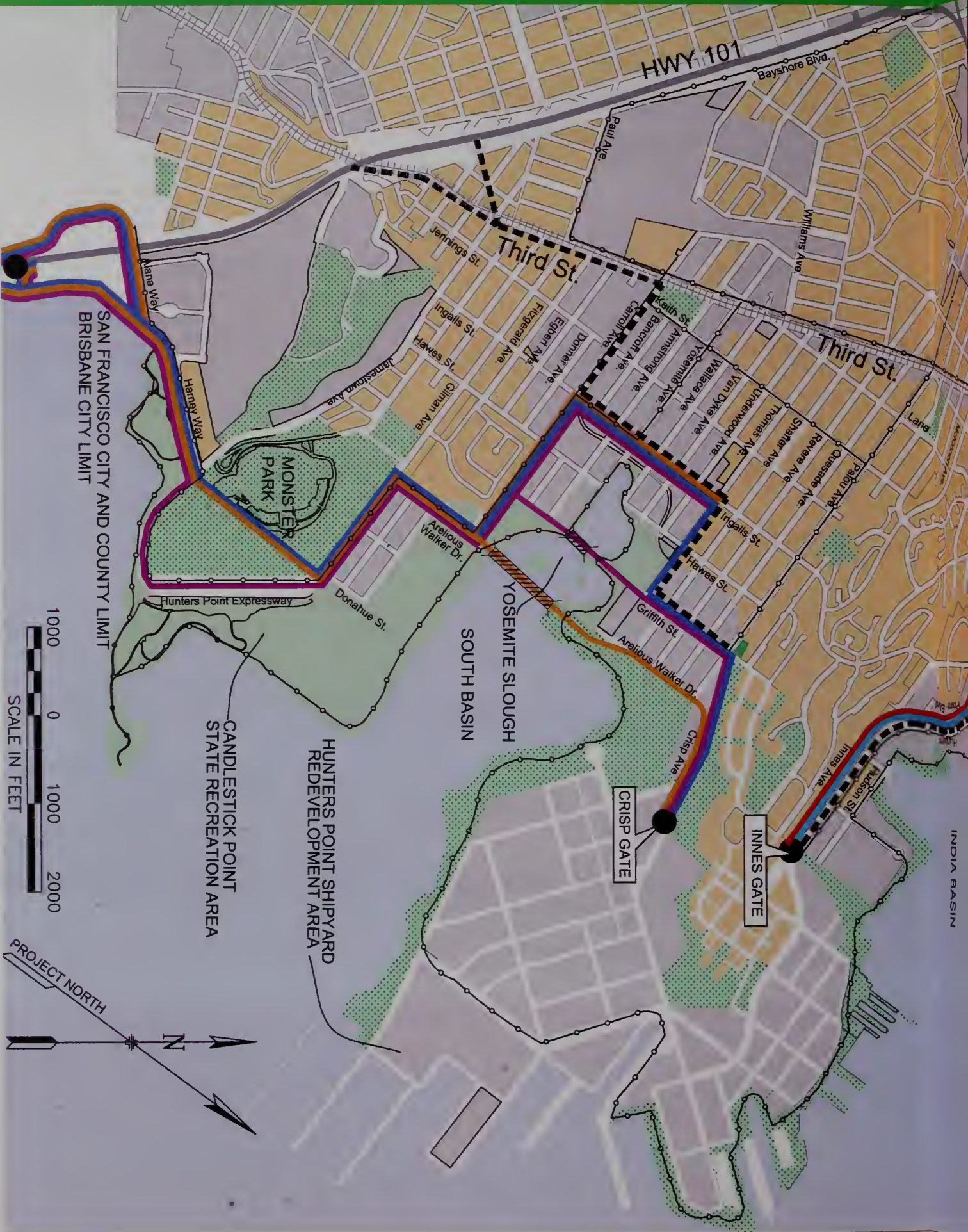
- input & guidance from regulatory agencies, interest groups and the community; and
- preliminary data about potential construction impacts, environmental issues, property acquisition & relocation, and costs associated with truck route options.

Truck activity is essential to BVHP commercial and industrial business areas, and will continue to be so in the future. Providing a designated truck route will help to:

- Reduce the wear and tear, and excessive damage to residential streets and roads;

- Reduce conflicts between truck traffic and residential uses, including pedestrian and light rail; and
- Provide safe and efficient roadways for trucks accessing the BVHP community.





Note: Land uses shown are existing and approved uses based on the concept plan for the Hunters Point Shipyard.



# Alternatives for Further Study

## Bayview Transportation Improvements



### LEGEND

- EACH ALTERNATIVE CONSISTS OF ONE NORTH ROUTE AND ONE SOUTH ROUTE
- NORTH ROUTES**
- N1 EVANS
  - N2 EVANS AND CARGO
- SOUTH ROUTES**
- S1 WALKER BRIDGE
  - S2 GRIFFITH BRIDGE
  - S3 INGALLS
- STATE PARKS / OPEN SPACE
  - CITY PARKS / OPEN SPACE
  - RESIDENTIAL
  - INDUSTRIAL / COMMERCIAL
  - MUNI LIGHT RAIL
  - FREEWAYS
  - EXISTING TRUCK ROUTES
  - BAY & BIKE TRAILS
  - PROPOSED BRIDGE
  - ROUTE SEGMENT ENDPOINT

# Project Schedule

(Subject to funding availability,  
as of June 2005)

## Scoping Phase

Development of goals, objectives and range of alternatives.

## Screening Phase

Refinement and selection of alternatives based on public and agency input, and preliminary findings.

## Draft EIR/EIS

Conduct environmental analysis:  
Write Environmental Impact Study (EIS)/  
Environmental Impact Report (EIR).

## Public Review

Public comment period and public hearing on Draft EIS/EIR.

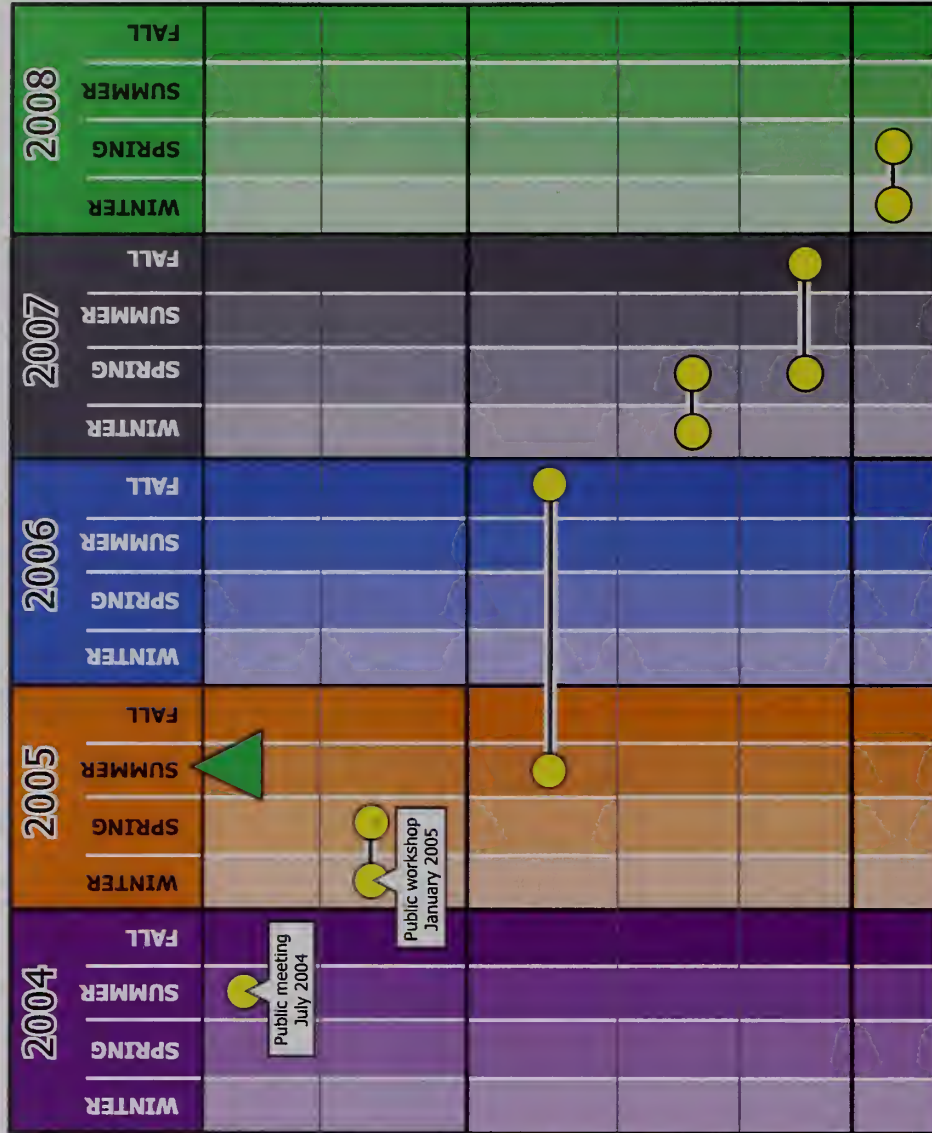
## Final EIR/EIS

Response to comments on Draft EIS/EIR.

## Decision Making Phase\*

Regulatory Approval Process.

\*Continued opportunities for public dialogue will occur throughout each phase of this project.



## For More Information

Website:

[www.BayviewTrans.org](http://www.BayviewTrans.org)

E-mail:

[bvtransp@sfdpw.org](mailto:bvtransp@sfdpw.org)

Project Hotline:

(415) 558-4530

Para information en Espanol:

**Ramon Kong (415) 558-4030**

Kung mayroon pa kayong ibig malaman,  
tawagan si **Erlinda Cayabyab: (415) 558-4522**

请接头 **Shih-Wei Lu, 415-554-6930**

如需要资料



# Bayview Transportation Improvements

## Project Update January 2006

DOCUMENTS DEPT.

JAN 20 2006

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### Overview

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The Bayview Transportation Improvements Project is one of several key projects for the Bayview Hunters Point area, and is being planned in conjunction with other projects, such as the Bayview Hunters Point Redevelopment Project and the Hunters Point Shipyard Redevelopment Project.

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Truck activity is essential to BVHP commercial and industrial business areas, and will continue to be so in the future. Providing a designated truck route will help to:

- Reduce the wear and tear, and excessive damage to residential streets and roads;
- Reduce conflicts between truck traffic and residential uses, including pedestrian and light rail; and
- Provide safe and efficient roadways for trucks accessing the BVHP community.

### Status

The Bayview Transportation Improvements Project is transitioning from its screening phase (where alternatives were selected for further analysis based on public and agency input and preliminary findings) to the documentation phase. For this phase, technical studies are underway on a range of topics, including physical and natural environment and cultural and socioeconomic issues, to identify potential impacts. Once these studies have been completed and finalized, the results will be included the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR), which is expected to be released for public review in Spring 2007. In the meantime, status updates on the project are presented at regularly scheduled Ad Hoc Community Advisory Committee Meetings (a schedule is posted on our website or feel free to contact us—see back page for details).

### Continued Outreach

Outreach activities continue, with the project team conducting regularly scheduled meetings with the Ad Hoc Community Advisory Committee to provide informational updates and receive feedback from group. The team has continued to attend meetings in the community whenever asked. At the October 24th 2005 meeting, the Ad Hoc CAC requested additional analysis on reducing the sharp turning angles associated with the proposed truck routes. As a result, a new southern route (S4) has been added, and is being evaluated in the technical studies and environmental analysis. (See center pages for an illustration of current project alternatives). One Northern and one Southern Truck Route will be selected as the preferred alternative after public comments are received on the Draft EIS/EIR in Spring 2007.

# Alternatives for Further Study

## Bayview Transportation Improvements







Note: Land uses shown are existing and approved uses based on the concept plan for the Hunters Point Shipyard.



# Project Schedule

(Subject to funding availability,  
as of January 2006)

## Scoping Phase

Development of goals, objectives and range of alternatives.

## Screening Phase

Refinement and selection of alternatives based on public and agency input, and preliminary findings.

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Conduct environmental analysis:  
Write Environmental Impact Study (EIS)/  
Environmental Impact Report (EIR).

## Public Review

Public comment period and public hearing on Draft EIS/EIR.

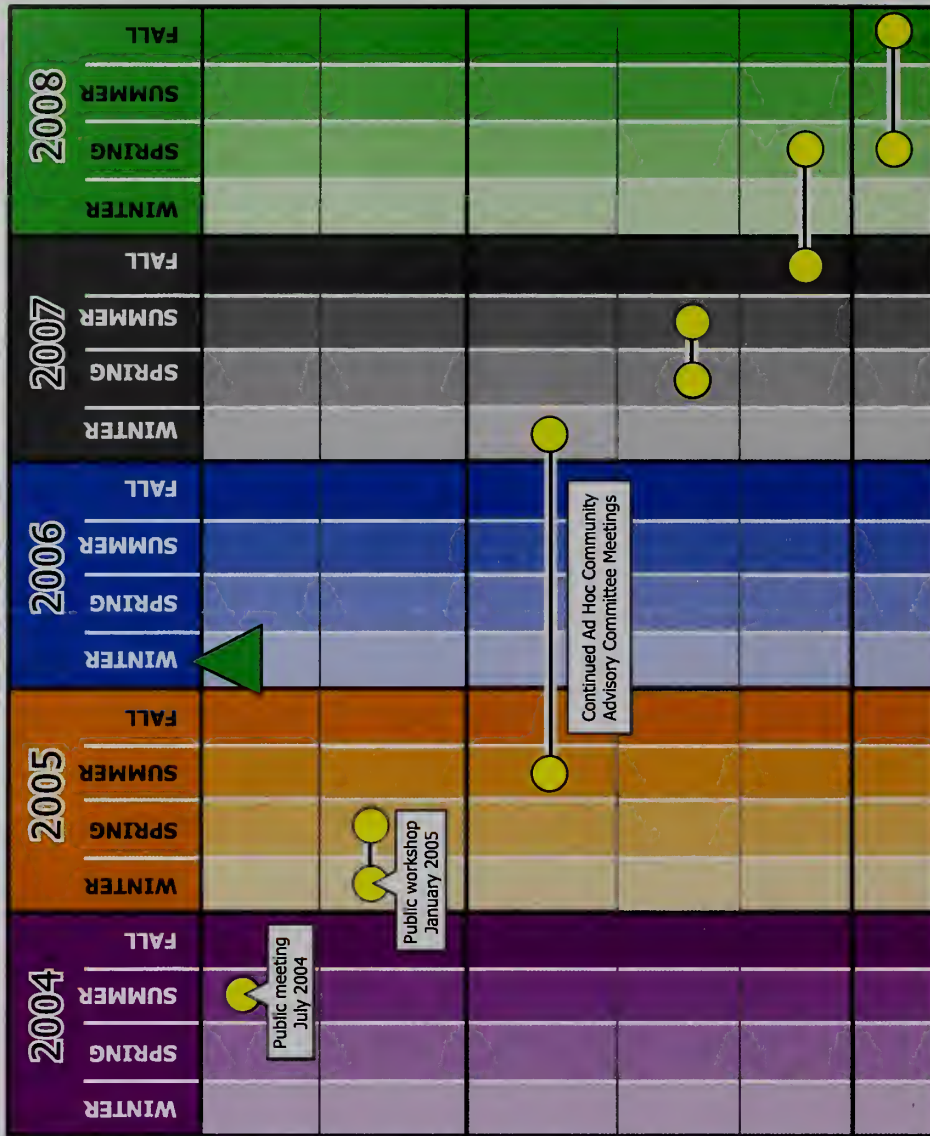
## Final EIR/EIS

Response to comments on Draft EIS/EIR.

## Decision Making Phase\*

Regulatory Approval Process.

\* Documentation Phase



\*Continued opportunities for public dialogue will occur throughout each phase of this project.

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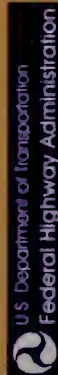
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tawagan si Erlinda Cayabyab: (415) 558-4522

请接头

Shih-Wei Lu, 415-554-6930

如需要资料





## Overview

The City and County of San Francisco is proposing truck route and roadway improvements in the Bayview Hunters Point (BVHP) community by designating an official truck route between U.S. Highway 101 and the commercial and industrial areas in South Basin and the redeveloped Hunters Point Shipyard. Trucks currently use informal routes including Third Street, Revere Avenue and Underwood Avenue. Trucks on Third Street conflict with the light rail transit, which began full operations in April 2007.

**The purpose of the Bayview Transportation Improvements Project (BTIP) is to:**

- Reduce truck traffic on Third Street and residential streets in the Bayview area, and
- Develop a direct truck route between U.S. Highway 101 and the existing and proposed industrial areas in South Basin and the redeveloped Hunters Point Shipyard.

Truck activity is essential to BVHP commercial and industrial business areas, and will continue to be so in the future. Providing a designated truck route will help to:

- Reduce the wear and tear, and excessive damage to residential streets and roads;
- Reduce conflicts between truck traffic and residential uses, including pedestrian and light rail; and
- Provide safe and efficient roadways for trucks accessing the BVHP community.

## A BETTER BAYVIEW

The BTIP is one of several key projects working towards a better Bayview, and is being planned in conjunction with other projects and studies, such as the Candlestick Point Shipyard Redevelopment.

To view maps and contact information for the various studies, projects and resources in the Bayview Hunters Point area, please visit our website or contact us (see details on back).

## Status

The Bayview Transportation Improvements Project is currently in the documentation phase. Technical studies are underway on a range of topics, including physical and natural environment and cultural and socioeconomic issues, to identify potential impacts. Once these studies have been finalized, the results will be included in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR), which is expected to be released for public review in early 2008. Public review of the document will be open for 45 days. During this period, one set of two community workshops and one set of two public hearings will be held. Future Ad Hoc Community Advisory Committee (CAC) meeting topics include a review of the Draft EIS/EIR, a review of public workshop comments, and determination of a locally preferred alternative. These meetings are planned to take place early in 2008.

The Board of Supervisors will ultimately make a decision on the locally preferred alternative, with the benefit of the Ad Hoc CAC's recommendation, community comments, and the project team's analysis. The San Francisco Department of Public Works is working toward selection of the locally preferred alternative by the Board of Supervisors in May 2008, followed by the publication of the Final EIS/EIR in July 2008.

## Continued Outreach

Outreach activities continue, with the project team conducting regularly scheduled meetings with the Ad Hoc CAC to provide informational updates and receive feedback from the group. The team has attended over 100 community group meetings and continues to attend meetings in the community whenever asked. As noted above, the public will also have the opportunity to comment on the Draft EIS/EIR during the public workshops and hearings that will take place in Spring 2008.

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# Key Issues and Studies

Technical studies for the Bayview Transportation Improvements Project are being completed to analyze key issues in the Bayview area. These technical studies form the basis of the Draft EIS/EIR, which will be circulated for public comment in early 2008. Technical study topics include:

- Traffic and Transportation (including Parking, Pedestrian and Bicycle Facilities)
- Land Use and Planning
- Community Impacts
- Utilities
- Visual/Aesthetics/Shade
- Cultural Resources
- Hydrology and Floodplains
- Water Quality
- Geology, Soils, Seismic
- Hazardous Wastes/Materials
- Air Quality
- Noise
- Energy
- Natural Resources
- Wind
- Construction Impacts

Previous Ad Hoc CAC meetings identified several issues of concern for the community including Traffic, Parking, Hazardous Materials, Air Quality, Noise and Community Impacts. The technical methodology and approach to address these key issues are briefly described below.

## Traffic

The transportation study was conducted to assess the impacts of the alternatives on truck and auto traffic, intersection and freeway ramp operations, parking supply, light rail and bus transit lines, the bicycle route network, and sidewalk network in the Bayview area. The transportation study also assessed impacts associated with construction activities.

## Parking

A parking assessment was performed to evaluate existing supply and occupancy and determine net parking loss and/or gain (number of parking created minus number of parking spaces lost) for each alternative.

## Hazardous Materials

A Hazardous Materials Study was completed to identify potential hazardous material locations, determine potential impacts to the public and environment during construction, and to develop measures to mitigate potential impacts. The study also identified measures to protect construction workers and the public during the excavation, transportation and disposal of any hazardous materials.

## Air Quality and Noise

Air quality and noise impacts during construction and after project completion were analyzed. These impacts and any proposed avoidance, minimization and/or mitigation measures would be identified in the EIS/EIR.

## Community Impacts

The Community Impact Assessment analyzes whether the project would make conditions better, leave conditions unchanged or make conditions worse than what would occur in the future without the project. Areas of analysis include economic development and employment, neighborhood livability, local retail vitality, business displacement, land use compatibility, pedestrian access and safety, parking supply, and truck access to employment centers.

## SUPPORTING JOBS IN BAYVIEW

The Bayview Transportation Improvements Project is part of the revitalization of BVHP and will preserve industry in South Basin. Jobs in the area will be retained and enhanced due to better truck access. Additionally, improved truck access to Hunters Point Shipyard will allow the planned industrial sites there to be marketable.



## Alternatives for Further Study

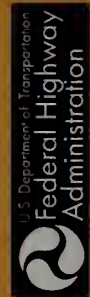
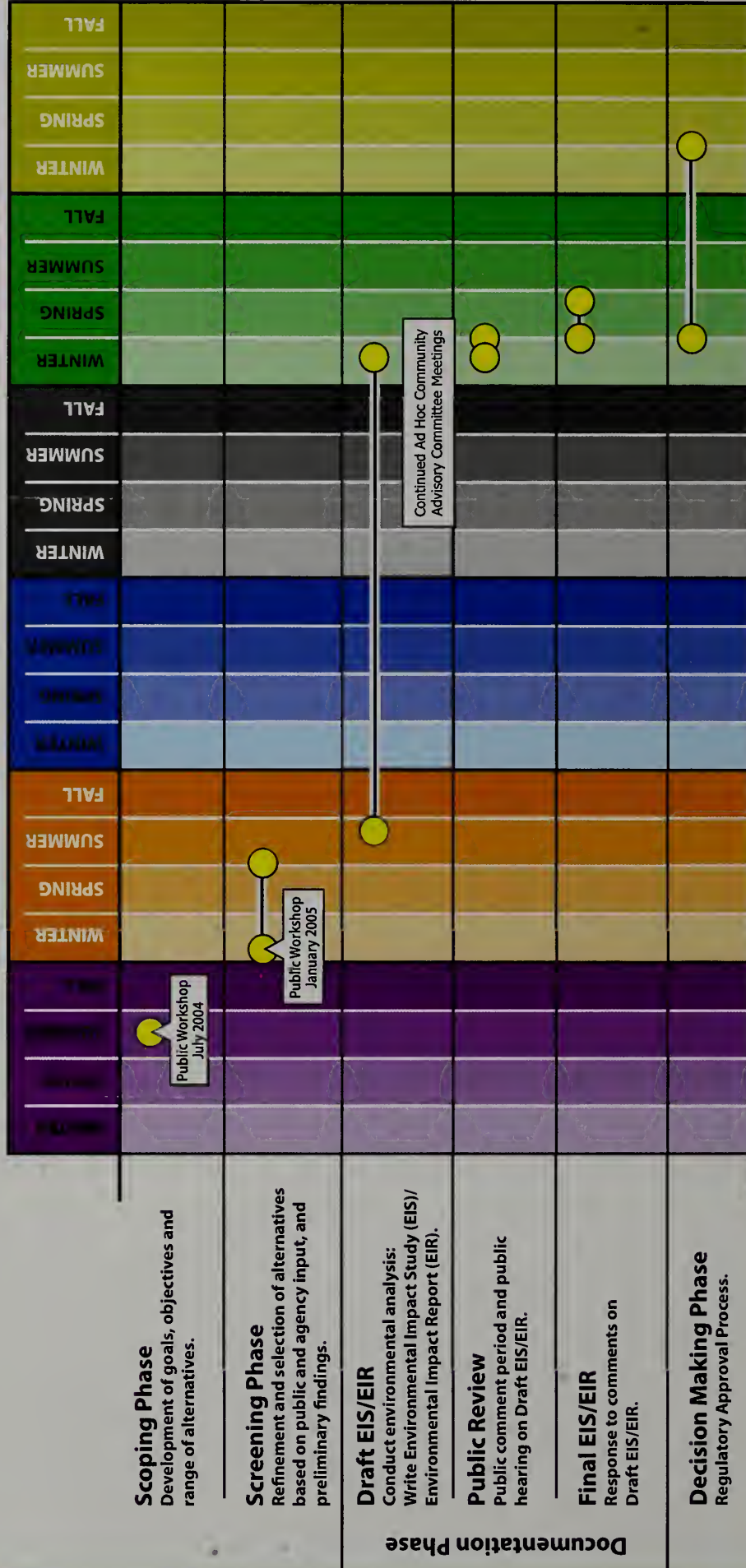




# Project Schedule

(Subject to funding availability, as of July 2007)

2004 → 2005 → 2006 → 2007 → 2008 → 2009 →



## For More Information

Website:

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